



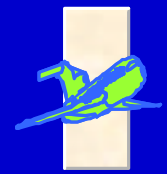
The ADS-B Link Decision Workshop

Session B: User Breakout Session

Preliminary Results

June 26, 2001

Facilitator: Col. Allan Overbey, USAF



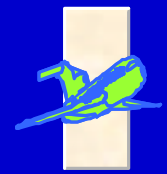
Topics Discussed

- **Applications discussed in more detail**
 - OEP ADS-B related applications as “baseline”
 - Additional SF21 applications to consider
- **Reviewed examples of equipage assumptions**
 - Factors affecting results in most recent cost/benefit analysis
- **Reviewed desired user inputs**
- **Collecting user inputs via worksheets (in progress)**
 - Application priorities
 - User questionnaire: future plans, expectations, constraints
- **Additional Discussions**
 - AOPA perspective
 - DoD perspective



Preliminary Results - Points Raised

- **Cost to implement GPS and cockpit display in air carriers may (far) outweigh cost differences among ADS-B link options**
- **AOPA identified weather, NAS status, traffic display in cockpit as priorities for GA**
 - Implementation costs, fee-for-service, anonymous operation still concerns
 - Identified UAT as their preferred link
- **DoD prefers 1090 extended squitter link**
 - However, DoD will equip with the chosen link if it is technically feasible and required for/beneficial to operating in the NAS



Preliminary Results - Worksheets

- **Received 6 responses to worksheets so far**
 - 3 DoD, 2 GA, 1 Carrier
 - Awaiting further responses to complete the assessment
- **No single application appears to stand out**
 - Significant interest (moderate or higher from at least one respondent) across most applications
 - Different user segments appeared to concentrate priorities on different (sets of) applications
- **Most respondents indicated ADS-B as being in their mid ('03-'07) to long-term ('08+) planning**
- **Equipage rate estimates (across all user segments) ranged from (a high of) 100% own-fleet/near-term to (a low of) 25% in 10 years**